



CSI Comments

in the matter of

Wireless E911 Location Accuracy Requirements



CSI Positions

CSi agrees with the Commission's decision to "refer the indoor testing issue to the CSRIC for further development of technical recommendations." We also agree with the recommendations of CSRIC 4C Report of March 14, 2011, particularly the recommendation "that the FCC should: establish an E9-1-1 Technical Advisory Group to address specific location technology issues for 911, such as how to improve location accuracy in challenging environments;...." and request the Commission establish the suggested Advisory Group immediately. And finally, CSI looks forward to active participation in such ETAG deliberations)...

In furtherance of that, we're here today to help the Commission understand who we are, our technology, its deployment, the status of various tests/trials, and our technology direction going forward.



About CSI



- Founded in 1997
- Opened Corporate Offices in Manchester, NH
- Market leading solutions and products through its synergistic divisions
- North American Tier 1 Carriers use CSI
- Two Divisions
 - Product
 - Custom Solutions Group
- Over 180 People Nationwide



Key Benefits

Complete Solution Set for All Client's Needs

Drives Ability to Innovate and Product Roadmap

Drives Quality and Value for Clients





CSI Product Division

Cellular Specialties

14+ Years of Experience

Innovative Products

Nationwide Installation Services

Products

Antennas

System Components

Digital Repeaters/ Beacons

Repeaters in LTE Networks

Limit Macro Network Interference Improve Network Capacity

MIMO Compatible





Carrier and Public Safety Product Family

Digital Repeaters and Bi-directional Amplifiers



- Over 45k signal boosters sold to date
- •Leader in Digital Repeater technology
- •Repeaters designed and made in the USA
- •Wireless Service Provider and Public Safety products available in all spectrum requirements

CSI Product Family

E911 & LBS Enhancement Solutions



- Co-Pilot Beacon Transmitter
- Used for CDMA networks
- Indoor and/or Outdoor Solution
- Ideal for campus environments, large public venues, tunnels, office environments....
- Designed and manufactured in the USA.



Carrier and Public Safety Product Family

Antennas

- Yagi Antennas
- Omnidirectional Antennas
- Panel Antennas
- Corner Reflectors

System Components



- NEW DAS Interface Unit
- Cross Band Couplers
- Splitters
- Combiners
- Terminations
- Attenuators





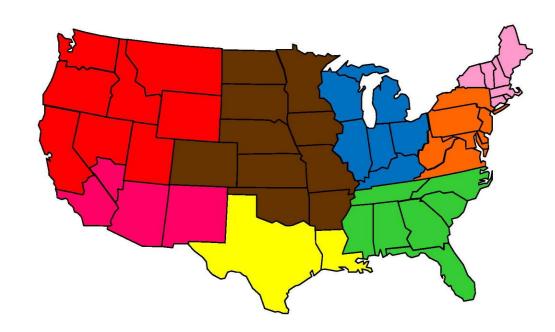
Custom Solutions Group

- Over 7,500 Turnkey Solution Deployments
- Product-Neutral Approach
- Nationwide Systems Integrator
- Only solutions provider approved by all major Wireless Service Providers nationwide
- Globally-recognized certifications and credentials (CISSP, BICSI/RCDD, CWNA, CISCO, Motorola, etc)



Team Approach

- Regional Sales Manager
- Project Coordinators
- Design Engineers
- Project Managers
- CSI Technical Partners
- WiFi Team
- Public Safety Team
- Engineering
- Logistics
- Administration





Custom Solutions Group



RF Design
Site Survey
Project Management
Engineering
Implementation
Maintenance

Monitoring



3G/4G (cellular)
Wireless LAN
Public Safety
Enterprise Solutions
Fixed Mobile Convergence
Emergency Notification
Building Automation
And more



Healthcare
Education
Retail
Public Venues
Manufacturing
Real Estate
Hospitality
Government





Co-Pilot Beacons for Enhanced Indoor E911

A present-day solution to accurate indoor positioning in CDMA networks.



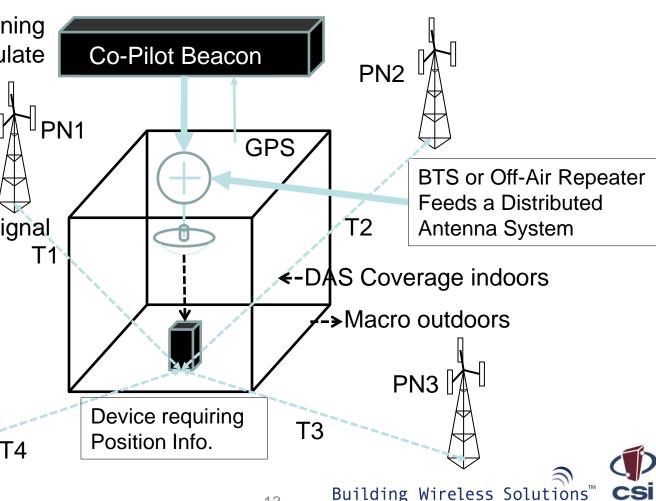
What is a Co-Pilot Beacon?

The network, device and the Position Determining Entity measure and calculate the time delays, and signal strengths of PNs that are heard by the device. A Co-Pilot Beacon transmits a known pilot signal into the DAS. Position accuracy

PN₅

is improved.







Aspects of Co-Pilot Beacons

- CPBs are not proprietary technology.
- CPBs are currently supplied by multiple equipment vendors.
- No change is required to the existing E911 control plane interface standards for operation
- Current/future handset and smart-phone CDMA chipsets are compatible without modification.
- CPB locations are known and entered for accurate positioning, managed as a network element.
- Periodic surveys are not required to ensure beacon location integrity.

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CSI's Accomplishments

CSi has developed, deployed and tested technology that improves the position accuracy of E911 wireless calls made indoors, particularly CDMA calls made through a Distributed Antenna System.

In all scenarios trialed thus far, CSi's CPB technology has improved indoor positioning dramatically, consistently within 50-100 meters of actual position.

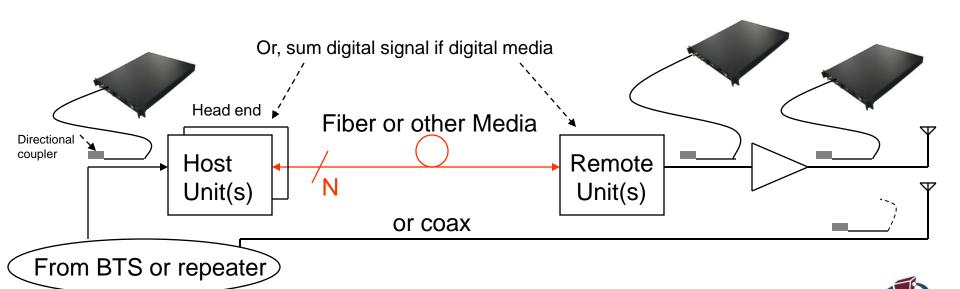


Co-Pilot Beacon Activities in CSI

- Multiple projects underway designing Co-Pilot Beacons for E911 improvement indoors:
 - Rutgers University
 - 2 Large Hospitals in Seattle, WA area
 - Septa Train Stations investigation
 - UNC Currently deploying
- Design and Install Teams are being trained.
- R&D for CPB improvement, cost reduction, and increasing ease of deployment.
- Investigation of beacons for non-CDMA devices.

CPB signals are summed into a Distributed Antenna System

- How to sum CPB signals into traffic channels
 - Inject at low power at host or
 - Inject at low power before PA at remote or
 - Inject high power into antenna not preferred; not as green



McCarran Airport Situation, Goal, and Solution

Situation: After the McCarran Airport DAS is installed in Concourses A and B, the PSAP will not be able to adequately differentiate between 911 calls made from Concourse A or Concourse B, due to the simulcasting of a sector to both concourses.

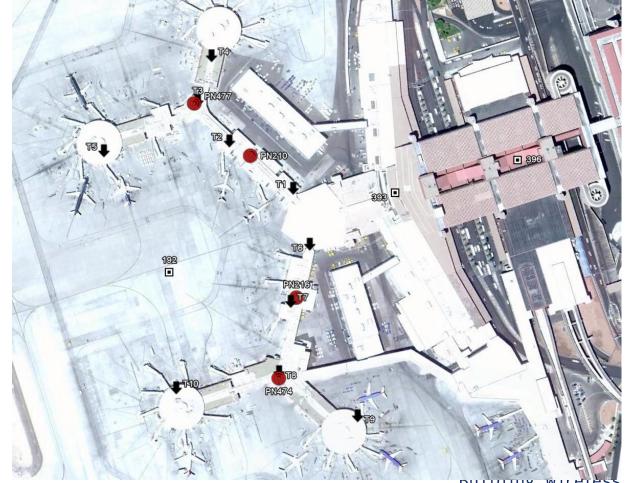
<u>Goal</u>: A First Responder needs to have increased confidence which concourse the call is originating from.

Solution:

Install Co-Pilot Beacons based on the DAS design and the design Goal: identify the concourse with very high certainty.

CPB Design at McCarran Airport: Four Co-Pilot Beacons (red) Ten E911 Test Call Locations

(arrows)





Co-Pilot Beacon Results

McCarran Airport-with BTS-driven multicasted <u>DAS-</u>

<u>before CPBs</u>

And After CPBs



2000 fixes from PDE Before CPBs:



95%



67%

2000 fixes from PDE After CPBs:



95%



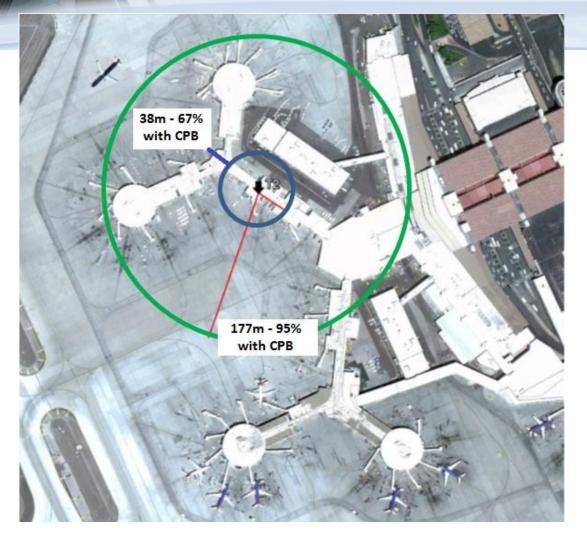
67%



Co-Pilot Beacon Results

McCarran Airport-with BTS-driven multicasted DAS

<u>-after CPBs</u>



2000 fixes from PDE

Average of ten locations, plotted at one location.



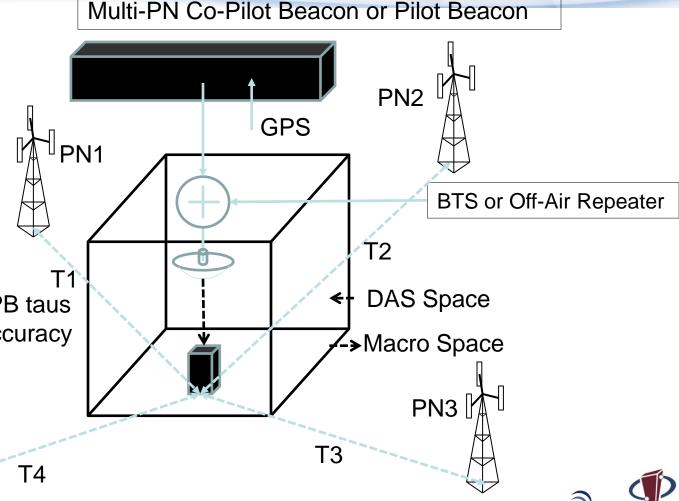
Ongoing work: Multi-PN Co-Pilot Beacons

Tau_PN1 = T1
Tau_PN2 = T2
Tau_PN3 = T3
Tau_PN4 = T4
Tau_PN5 = T4
Etc.

Benefits:

- -No BTS DB entries
- -No BSA DB entries
- -Moveable fix using CPB taus
- -Adjust taus for best accuracy

PN5 PN4





Summary

- CSI has existing and proven solutions, and the teams in place to improve location accuracy when Distributed Antenna Systems are used.
- CSI is optimizing products and enhancing the deployment of CDMA and other beacon technology for improved indoor E911.
- CSI wishes to participate with others to discuss improvements in E911 performance and reduced costs.





Co-Pilot Beacon PN augmentation improve commercial LBS and E911

- Question: Will E911 be enhanced with commercial systems? If yes, then commercial CPBs enhance E911.
- LBS Applications
 - A device runs an app that needs location:
 - Step 1. Devices sends a measurement to a "Position Determining Entity."
 - Step 2. PDE and Location server replies with handset location.
- "Position Determining Entities"
 - Dozens of companies are developing new location databases for commercial applications
 - The technology may or may not use wireless network sourcing.
 - Many databases are "crowd-sourcing" their data.
- Co-Pilot Beacons can be deployed to improve LBS